

Attachment 1

**Draft Meeting Notes
Bicycle and Pedestrian Task Force**

MEETING DATE: June 15, 2016

MEETING LOCATION: CMAP Offices

CALLED TO ORDER: 1:00 p.m.

ATTENDANCE:

TASK FORCE MEMBERS OR ALTERNATES:

Tom Rickert, Kane Co. DOT, Chairman
Bruce Christensen, LDOT
Ron Burke, Active Transportation Alliance
Richard Bascomb, Village of Schaumburg
Greg Piland, FHWA
Jessica Ortega, DuPage Co. Forest Preserve
Tania Sebastian (for Ed Barsotti) Ride Illinois
Kevin Staniel, RTA
Karen Shinnars, Pace (on phone)
Steve Mannella, Metra
Allan Mellis, Citizen

ABSENT:

Randy Neufeld, SRAM Corp
Patrick Knapp, KKCOM
Pamela Sielski, Cook County Forest Preserve District (on phone)
Dan Thomas, DuPage County DOT
Keith Privett, CDOT, Co-Chair
Aren Kriks, IDOT
Gin Kilgore, Bike Winter / LIB
Christina Arthur, CTA
Dave Longo, IDNR
Kyle Smith, CNT

CMAP STAFF:

John O'Neal
Jesse Elam
Brian Daly
Doug Ferguson
CMAP Interns

OTHERS:

Hanna Higgins, CDOT
Lubica Benaic, CDOT

Kyle Whitehead, Active Transportation Alliance
John Donovan, FHWA
Dennis Latto, SSMMA
Marty Mueller, Knight E/A Inc.
Brian Pigeon (on phone)

1.0 Introductions

Members and attendees introduced themselves.

2.0 Approval of the Minutes

No corrections to the minutes were proposed. *Motion was then made and seconded for approval of the meeting notes. The motion was unanimously approved.*

3.0 Local and Regional Planning

3.1 Regional Greenways and Trails Plan Update

CMAP staff (Brian Daly) reported on the status of the project to update the Regional Greenways and Trails Plan. He provided background / history of the RGTP; outlined the project timeline; described the stakeholder input process, interim products resulting from this process and the anticipated final map and accompanying memorandum. He emphasized that the corridors identified thus far indicate that the network will not be greatly different from the last (2009) version.

Mr. Mellis asked if the plan map would be available online as a user map. Mr. Daly explained that the RGTP is primarily a planning tool, rather than a navigational map, but that a PDF version would be posted on the CMAP website. Mr. Burke stated that Active Transportation Alliance's user map ("Chicagoland Bicycle Map") is going to be updated soon and that a version of this may be available on Google maps.

3.2 Village of Schaumburg – Projects and Programs for Bicycling and Walking

Richard Bascomb, Transportation Manager for the Village of Schaumburg, presented on recent and on-going bicycle and pedestrian projects and programs in the Village, including bike-ped accommodation along Roselle Road over I-90 and Golf Road under I-290, studies for potential connections to Busse Woods trail along Higgins and along Martingale Road, new/additional bicycle parking at the Schaumburg Metra station, and a Bicycle Path Gap and Maintenance Study currently underway.

Mr. Bascomb began with an overview of the history of the Village and its bicycle program, highlighting the formation of a Bicycle Advisory Committee, the adoption of a bicycle parking ordinance and the Village's status as a League of American Bicyclists "Bicycle Friendly Community." He then went into detail on the background and status of several important current projects.

3.3 City of Chicago (CDOT) – Road Diet Projects

CDOT staff (Hannah Higgins, Streetscape and Sustainable Design Program) present on recent roadway reconstruction and resurfacing projects aimed at improving safety, livability, and economic vitality. Ms. Higgins presentation will focus on road diet or “right sizing” projects that reallocate roadway ROW to create safer streets, higher quality pedestrian and bicycle accommodations, best practices in storm water management, and/or more attractive public space.

Ms Higgins defined road diets and described their place in a larger toolkit to create safe, livable Complete Streets. She then reviewed several City of Chicago projects that included road diets, including Fullerton Avenue (narrowing lanes to slow traffic and create more space for sidewalks), Dearborn (two-way separated bikeway protected by parking lane), and – in most detail – Lawrence Avenue (bicycle lanes, improved crossings, median refuge islands, green infrastructure for storm water management, trees and streetscaping, widened sidewalks, enhanced lighting, etc.).

Mr. Mellis asked if the City planned to do before-after studies of retail sales along Fullerton Ave. Ms. Higgins stated that this information was very difficult to acquire. Mr. Burke agreed that before-after analysis would be useful, whether it were focused on vehicle throughput, bike counts, economic activity, and/or bus times along the route. Mr. Mannella wondered whether red-light cameras could be used to collect some of this data.

4.0 Pedestrian and Bicycle Project Programming

4.1 CMAP FFY2018-20 Transportation Alternatives Program

CMAP staff (Doug Ferguson) provided information on the next round of TAP funding, anticipated to open in January 2017, together with CMAQ. Staff will review and seek input on the proposed selection criteria. See the staff memo prepared for the Transportation Committee [here](#).

Mr. Ferguson stated that the eligibility and evaluation criteria for the upcoming call would be essentially the same as in previous years, with a couple of minor tweaks. As in past calls, Phase 1 engineering (i.e. IDOT approval of PDR) would be required, along with the projects existence in an adopted or approved plan (though the type of plan is not specified). The criteria used to evaluate submittals include:

- The proposed project’s connection to (implementation of) the RGTP
- Population and employment density around the proposed project
- Level of accommodation (the “safety and attractiveness” factor)

One of the minor tweaks involves using quintiles instead of quartiles for the population and employment density analysis. The other tweaks are concerned with program management and are described in the memo linked to above.

Ms. Ortega asked whether there would be a cap or maximum award amount per project. Mr. Ferguson said no, but that CMAP would be looking to maximize impact for the region and so would be looking for cost-effective projects around the region. Mr. Burke asked whether the Project Selection Committee will make the final “decision” on recommendations. Mr. Ferguson

said that they will forward the proposed program to the Transportation Committee for approval. Mr. Burke asked how much money would be available. Mr. Ferguson stated that approximately \$9M per year for the next three years, but he reminded Task Force members that due to delay in projects some funding could be rescinded. Mr. Burke pointed out that the overall funding levels for bicycle and pedestrian projects is very small, citing (for comparison) the expenditure/cost of \$12M for the lighting alone of the Eisenhower expansion project. He added that he believed that IDOT should increase funding for bicycle and pedestrian projects and that a consistent, dedicated bike-ped funding source be created in Illinois.

4.2 Active Transportation Alliance – Recent Programs, Initiatives, and Activities

Active Transportation Alliance staff (Kyle Whitehead, Government Relations Director) provided an overview of the organization and its past and current initiatives, programs, and activities.

Active Trans is a Chicago-based non-profit, advocacy organization whose work is focused on improving conditions for bicycling, walking, and public transit throughout the Chicagoland region, and encouraging transportation policies and investments that will increase and improve safety, physical activity, health, recreation, social interaction, equity, environmental stewardship and resource conservation. Mr. Whitehead described Active Trans' ongoing program and efforts to create better bikeways, which will allow for low-stress cycling; their work to improve and expand our region's transit system, and to make walking and bicycling safe, comfortable, and convenient modes of transportation. He highlighted Active Trans recent work through the grant program, Partnerships to Improve Community Health (PICH), which has allowed Active Trans to work with the CCDPH to promote Complete Streets policies and to produce local active transportation plans.

Mr. Rickert thanked Kyle and Task Force member Ron Burke for all the great work that Active Transportation Alliance has done over the 30+ years that they have been in existence. Mr. Mellis seconded this expression of thanks and added that, in his opinion, issues on which Active Trans might focus in the near term future include separation of bicycling and walking (on the Lakefront Path and other busy trails), connecting the Bloomingdale Trail to the Planned Manufacturing District nearby, a Chicago River trail, and safety campaigns aimed at educating bicyclists.

5.0 Project Updates

Ms. Ortega gave the Task Force an update on FPDDC projects, including Winfield Mounds and County Farm Road (both of which will break ground this summer), as well as the West Branch DuPage RiverTrail project at Fair Oaks Rd.

Mr. Stanciel asked Task Force members to please participate in the RTAMS visioning survey currently underway, emphasizing that input from professionals will help the RTA create a better product.

Ms. Sebastian (Ride Illinois) announced that the 5th annual Illinois Bike Summit would take place in Bloomington-Normal on Monday, September 19. She added that the event would include a second (optional) day of training on NACTO's *Urban Bikeway Design Guide*.

6.0 Public Comment, Announcements, and Other Business

No comments.

7.0 2014 Meeting Dates

The Chair reminded Task Force members of the (remaining) proposed 2016 meeting dates:

- Wednesday, September 21, 2016 at 1:00 p.m
- Wednesday, December 14, 2016 at 1:00 p.m

7.0 Adjournment: 3:00 PM